

Chapter 7

Financial Plan

1.0 Introduction

This chapter provides a description of financial plans for both capital and operating expenses for each of the public transportation operators within Alexandria over the six-year time frame of this Transit Development Plan (TDP). The first set of plans (sections 2.0 through 8.0) focus on the operations expenses of each operator, with a specific focus on the anticipated growth in operating assistance from the City of Alexandria general fund and the Virginia Department of Rail and Public Transportation. The availability of operations funding to support existing service as well as service expansions relative to available funding, for each public transportation operator in the City, is the subject of Chapter 5 of this TDP.

2.0 Financial Plan to Support DASH Operations – Conservative Funding Scenario

This section and the next outline two different financial plans for the support of DASH operations. The first is based on conservative assumptions regarding subsidy growth and incorporates assumptions on the growth in operating assistance to DASH from the City of Alexandria (from both tax revenues and the City's Transportation Improvement Program) and the Virginia Department of Rail and Public Transportation (DRPT). The final assumptions regarding growth in operating assistance are based on detailed consultation with staff from DRPT, Alexandria Transit, and the City of Alexandria Department of Transportation and Environmental Services (T&ES) regarding operating subsidy growth. A specific focus of the financial analysis outlined below is whether additional funding will be available to support expansion of DASH service as proposed in the DASH Comprehensive Operations Analysis and the Alexandria Transit FY 2016 Transit Development Program.

Outlined below is a description of assumed available funding from each source of revenue that supports DASH operations.

2.1 DRPT Operating Assistance

Based on consultation with DRPT, it was assumed that operating assistance to support DASH under a conservative funding scenario will grow by 2.56% per year over the six-year timeframe of the TDP. The estimated annual total DRPT operating assistance available for DASH as well as the estimated annual change is shown below in Table 7.1.

Table 7.1 – Estimated DRPT Operating Assistance over Six-Year TDP Time Frame

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Available for DASH	\$2,627,562	\$2,694,827	\$2,763,815	\$2,834,568	\$2,907,133	\$2,981,556	\$3,057,884
Annual Change		\$67,266	\$68,988	\$70,754	\$72,565	\$74,423	\$76,328
Annual Percent Change		2.56%	2.56%	2.56%	2.56%	2.56%	2.56%

Note: Total DRPT FY 16 operating assistance to the City will be \$3,180,023 based on the Commonwealth's FY 16 Six-Year Improvement Program (SYIP). This assistance covers DASH, the King Street Trolley and DOT Paratransit service. For the purposes of identifying the portion of DRPT operating assistance that would be available for DASH for use in this analysis, an estimate of the portion of the total DRPT assistance that would be allocated to DASH was developed. This estimate is based on the DASH portion of the combined total subsidy for all three operators as

identified in the City of Alexandria FY 2016 Operating Budget. The DASH total subsidy from the City Operating Budget is 82.63% of the total combined subsidy of \$13,591,178 for all three operators. This 82.63% was applied to the total DRPT operating assistance in order to estimate the portion of this DRPT operating assistance that would be available for DASH. It is important to note that this exercise was completed for use in this analysis but that the City has complete flexibility in how the DRPT operating assistance funds are allocated among the three operators and may choose to allocate funds differently than presented here based on the needs of the different operators.

2.2 City of Alexandria General Fund Subsidy from City Tax Revenues and Previously Committed Transportation Improvement Program (TIP) Funds

Based on consultation with staff from the Department of Transportation and Environmental Services, it was assumed that the general fund subsidy from City tax revenues and previously committed TIP funds for DASH under a conservative funding assumptions scenario will grow by 0.8% between FY 2016 and FY 2019 and then by 1.5% between FY 2020 and FY 2022. The estimated annual total City of Alexandria operating assistance from City tax revenues and TIP funds available for DASH as well as the estimated annual change is shown below in Table 7.2.

Table 7.2 – Estimated City of Alexandria Operating Assistance from City Tax Revenues over Six-Year TDP Time Frame

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Portion from City	\$8,602,438	\$8,671,258	\$8,740,628	\$8,810,553	\$8,942,711	\$9,076,852	\$9,213,005
Annual Change		\$68,820	\$69,370	\$69,925	\$132,158	\$134,141	\$136,153
Percent Change		0.8%	0.8%	0.8%	1.5%	1.5%	1.5%

Note: The total operating subsidy for DASH as outlined in the FY 2016 City of Alexandria operating budget combines both DRPT operating assistance and City contributions from City tax revenues as a single line item. In the FY 2016 operating budget this total amount is \$11,230,000. In order to estimate the amount of the total DASH subsidy coming from City tax revenues and the TIP for analysis purposes, the DRPT assistance identified in Table 7.1 was subtracted from the total \$11,230,000 subsidy ($\$11,230,000 - \$2,627,562 = \$8,602,438$).

2.3 Total Available Operating Subsidy – All Sources

The total subsidy amount available to support DASH existing, as well as expanded future, operations from all sources over the six-year time frame of this TDP is shown below in Table 7.3.

Table 7.3 – Estimated Total Operating Assistance for DASH over Six-Year TDP Time Frame

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
DASH Subsidy – All Sources*	\$11,230,000	\$11,366,085	\$11,504,443	\$11,645,121	\$11,849,845	\$12,058,408	\$12,270,889
Annual Change		\$136,085	\$138,358	\$140,679	\$204,723	\$208,563	\$212,481
Percent Annual Change		1.2118%	1.2173%	1.2228%	1.7580%	1.7601%	1.7621%

* From City of Alexandria FY 2016 Approved Operating Budget

2.4 Estimated Increase in Revenue – No Changes in Level of Service

DASH revenues are estimated in the Alexandria Transit Company FY 2016 Transit Development Program to grow by \$75,000, or 1.25%, between FY 2015 and FY 2016. For the purposes of this analysis, this 1.25% growth rate in revenues is assumed for the entire six-year time frame of this plan. The resultant revenue growth is shown in Table 7.4.

Table 7.4 – Estimated Increase in DASH Revenue over Six-Year TDP Time Frame

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
DASH Revenue	\$4,804,000	\$4,864,050	\$4,924,851	\$4,986,411	\$5,048,741	\$5,111,851	\$5,175,749
Annual Change		\$60,050	\$60,801	\$61,561	\$62,330	\$63,109	\$63,898
Annual Percent Change		1.25%	1.25%	1.25%	1.25%	1.25%	1.25%

2.5 Estimated Required Increase in DASH Operating Subsidy to Cover Increase in DASH Operating Expenses

The estimated required increase in DASH operating subsidy based on an increase in operating expenses due to general inflation is shown below in Table 7.5. The data in this Table is based on an assumed growth in DASH operating expenses of 2.64%, based in turn on the change in the cost per platform hour between FY 2013 and FY 2014 (the last two years for which data is available), as outlined in the Alexandria Transit FY 2016 Transit Development Program. This inflation factor may change over time and therefore the growth in expenditures over the life of this TDP will be continually monitored. If there is a significant difference between the assumed inflation factor and actual inflation, the scenarios outlined here and in the Operating Plan in Chapter 5 may have to be modified. This will be done as part of the annual TDP update.

Table 7.5 – Estimated Increase in Required Subsidy to Cover Increase in DASH Operating Expenses

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Growth in Subsidy	\$11,230,000	\$11,526,472	\$11,830,771	\$12,143,103	\$12,463,681	\$12,792,722	\$13,130,450
Annual Change		\$296,472	\$304,299	\$312,332	\$320,578	\$329,041	\$337,728
Percentage Change		2.64%	2.64%	2.64%	2.64%	2.64%	2.64%

2.6 Estimated Funds Available for DASH Service Expansion

This section identifies the incremental change in available operating subsidy and revenues compared to the estimated increase in required subsidy to support increased operating expenses. The bottom line in Table 7.6 provides data on whether there are available surplus funds to support DASH service expansion, as proposed in the DASH COA and the Alexandria Transit FY 2016 Transit Development Program.

Table 7.6 – Funds Available to Support DASH Service Expansion

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Incremental Increase DRPT Subsidy		\$67,266	\$68,988	\$70,754	\$72,565	\$74,423	\$76,328
Incremental Increase City Subsidy		\$68,820	\$69,370	\$69,925	\$132,158	\$134,141	\$136,153
Incremental Increase in DASH Revenues		\$60,050	\$60,801	\$61,561	\$62,330	\$63,109	\$63,898
Total Increase in Available Funds		\$196,135	\$199,158	\$202,239	\$267,053	\$271,673	\$276,379
Increase in Operating Subsidy Requirement		\$296,472	\$304,299	\$312,332	\$320,578	\$329,041	\$337,728
Available Funds for Service Expansion		-\$100,337	-\$105,141	-\$110,093	-\$53,525	-\$57,369	-\$61,349

The data in Table 7.6 show that there will be a small deficit between the additional required subsidy from all sources to support DASH operations (including the estimated increase in DASH operating costs), and the estimated actual increase in funds based on assumed subsidy growth rates. This small deficit means that under a conservative subsidy growth scenario there will not be funds available to support DASH service expansion.

3.0 Financial Plan to Support DASH Operations – Moderate Subsidy Growth Scenario

This section outlines a financial plan to support DASH operations under a moderate subsidy growth scenario. This scenario contains more robust growth assumptions regarding available operating assistance from both DRPT and the City of Alexandria. As with the conservative growth scenario financial plan, the final assumptions regarding growth in operating assistance are based on detailed consultation with staff from DRPT, Alexandria Transit, and the City of Alexandria Department of Transportation and Environmental Services regarding operating subsidy growth.

Outlined below is a description of assumed available funding from each source of revenue that supports DASH operations.

3.1 DRPT Operating Assistance

Table 7.7 contains the assumed amount of operating assistance from DRPT under a moderate subsidy growth scenario, based on consultation and feedback from DRPT staff.

Table 7.7 – Estimated DRPT Operating Assistance over Six-Year TDP Time Frame – Moderate Subsidy Growth Scenario

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Available for DASH	\$2,627,562	\$2,694,827	\$2,850,373	\$2,897,070	\$3,052,438	\$3,481,793	\$3,564,617
Annual Change		\$67,266	\$155,546	\$46,697	\$155,368	\$429,355	\$82,824
Annual Percent Change		2.56%	5.77%	1.64%	5.36%	14.07%	2.38%

As with the data in Table 7.1, the data in Table 7.7 is an estimated amount of DRPT assistance to DASH only, based on DASH's portion of the total combined subsidy for DASH, DOT paratransit service, and the King Street Trolley (as outlined in the City's operating budget).

3.2 City of Alexandria General Fund Subsidy from City Tax Revenues and Previously Committed Transportation Improvement Program (TIP) Funds

Based on consultation with T&ES staff, the assumed growth rate for the City's subsidy from tax revenues and previously committed TIP funds under the moderate subsidy growth scenario remains the same as under the conservative subsidy growth scenario. This data is shown in Table 7.2 in Section 2.0.

3.3 Total Available Operating Subsidy – All Sources

The total subsidy amount available to support DASH as well as expanded future operations from all subsidy sources over the six-year time frame of this TDP is shown below in Table 7.8.

Table 7.8 – Estimated Total Operating Assistance for DASH over Six-Year TDP Time Frame – Moderate Subsidy Growth Scenario

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
DASH Subsidy - All Sources	\$11,230,000	\$11,366,085	\$11,591,001	\$11,707,623	\$11,995,149	\$12,558,645	\$12,777,622
Annual Change		\$136,085	\$224,916	\$116,622	\$287,526	\$563,496	\$218,977
Percent Annual Change		1.2118%	1.9788%	1.0061%	2.4559%	4.6977%	1.7436%

3.4 Estimated Increase in Revenue – No Changes in Level of Service

The assumed increase in DASH revenues are the same as assumed under the conservative growth scenario financial plan. This data is shown in Table 7.4 in Section 2.0.

3.5 Available Funds from the City of Alexandria Transportation Improvement Program (TIP)

This moderate subsidy growth scenario financial plan assumes additional funds will be available from the City's Transportation Improvement Program to support DASH service expansion. This funding has been designated in the FY 2016 to FY 2022 TIP but was not included in the conservative growth scenario financial plan because this funding is not dedicated and therefore may not actually be available to support expanded DASH operations. Therefore, not assuming its availability was considered the most conservative approach. The proposed funding in the TIP is outlined below in Table 7.9.

Table 7.9 – Funds Included in TIP to Support DASH Expansion

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
AT 1 Peak Improvements				\$319,921	\$324,720	\$329,591	\$334,534
AT8 and AT 1 Weekend Improvements						\$346,774	\$351,976
Total	\$0	\$0	\$0	\$319,921	\$324,720	\$676,365	\$686,510

3.6 Estimated Required Increase in DASH Operating Subsidy to Cover Increase in DASH Operating Expenses

The estimated increase in the required operating subsidy to cover an increase in operating expenses due to general inflation would be the same as shown in Table 7.5 under the conservation growth scenario.

3.7 Estimated Funds Available for DASH Service Expansion

This section identifies the incremental change in available operating subsidy and revenues compared to the estimated increase in required subsidy to support increased operating expenses due to general inflation. This analysis will help to determine the amount of available surplus funds available to support DASH service expansion, as proposed in the DASH COA. This analysis is outlined below in Table 7.10.

Table 7.10 – Funds Available to Support DASH Service Expansion – Moderate Subsidy Growth Scenario

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Incremental Increase DRPT Subsidy		\$67,266	\$155,546	\$46,697	\$155,368	\$429,355	\$82,824
Incremental Increase City Subsidy		\$68,820	\$69,370	\$69,925	\$132,158	\$134,141	\$136,153
Incremental Increase in DASH Revenues		\$60,050	\$60,801	\$61,561	\$62,330	\$63,109	\$63,898
Expansion Funds from TIP		\$0	\$0	\$319,921	\$324,720	\$676,365	\$686,510
Total Increase in Available Funds		\$196,135	\$285,717	\$498,103	\$674,576	\$1,302,970	\$969,385
Increase in Operating Subsidy Requirement		\$296,472	\$304,299	\$312,332	\$320,578	\$329,041	\$337,728
Available Funds for Service Expansion		-\$100,337	-\$18,582	\$185,771	\$353,998	\$973,929	\$631,657

The data in Table 7.10 shows a substantial increase in an operating surplus starting in FY 2019 to support service expansion starting in FY 2019. More detail on the operating plan and service expansion associated with this financial plan is outlined in Chapter 5 of the TDP.

Tables 7.21 and 7.22, provided after Sections 4.0 and 5.0, provide summary operating budget statistics for DASH, the King Street Trolley and DOT Paratransit service for each year of this six-year TDP based on the analysis contained in this chapter.

4.0 Financial Plan to Support DOT Paratransit Operations

This section outlines the financial plan to support DOT paratransit operations. Total annual trips provided by DOT have remained very steady over the last five years and DOT projects that this pattern will remain into the future. Further, DOT has indicated that currently there is no current unmet demand for trips and that it does not anticipate that trip demand will change significantly in the future. With no anticipated change in the number of trips it provides, the only increases in required subsidy to support DASH operations would be to cover increased costs associated with the contract operators that provide DOT service. Outlined below is a description of assumed available funding from each source of revenue that supports DOT operations.

4.1 DRPT Operating Assistance

As discussed in Section 2.0 it was assumed that DRPT overall operating assistance to DASH, DOT, and King Street Trolley operations would grow by 2.56% per year over the six-year time frame of this TDP. The estimated annual DRPT operating assistance available for DOT as well as the estimated annual change is shown below in Table 7.11.

Table 7.11 – Estimated DRPT Operating Assistance to Support DOT Operations over Six-Year TDP Time Frame

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Available for DOT	\$311,266	\$319,235	\$327,407	\$335,789	\$344,385	\$353,201	\$362,243
Annual Change		\$7,968	\$8,172	\$8,382	\$8,596	\$8,816	\$9,042
Percent Change		2.56%	2.56%	2.56%	2.56%	2.56%	2.56%

Note: As with the allocation of DRPT operating assistance to DASH, the portion of the overall DRPT operating assistance that would be allocated to DOT was estimated based on DOT's proportion of the total combined subsidies for DOT, DASH, and the King Street Trolley as outlined in the City's FY 2016 Operating Budget. As noted for DASH, this was done for analysis purposes only. The City of Alexandria has flexibility in how these DRPT funds are allocated and thus the amount of funds shown in Table 7.11 may change based on the needs of each of the three operators.

4.2 City of Alexandria General Fund Subsidy from City Tax Revenues

The same growth assumptions for the general fund subsidy from City tax revenues that was used for DASH was also used for DOT paratransit service. Specifically, it was assumed that the DOT subsidy would grow .8% between FY 2016 and FY 2019 and then by 1.5% between FY 2020 and FY 2022. The estimated annual total City of Alexandria operating assistance from City tax revenues available for DOT as well as the estimated annual change is shown below in Table 7.12.

Table 7.12 – Estimated City of Alexandria Operating Assistance from City Tax Revenues over Six-Year TDP Time Frame

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
City Portion of Expenditure	\$1,019,062	\$1,027,214	\$1,035,432	\$1,043,716	\$1,059,371	\$1,075,262	\$1,091,391
Annual Change		\$8,152	\$8,218	\$8,283	\$15,656	\$15,891	\$16,129
Percent Change		0.8%	0.8%	0.8%	1.5%	1.5%	1.5%

Note: The total operating subsidy for DOT as outlined in the FY 2016 City of Alexandria operating budget combines both DRPT operating assistance and City contributions from City tax revenues as a single line item. In the FY 2016 operating budget this total amount is \$1,330,328. In order to estimate the amount of the total DOT subsidy coming from City tax revenues, for analysis purposes, the DRPT assistance identified in Table 7.12 was subtracted from the total subsidy of \$1,330,328 (\$1,330,328 - \$311,266 = \$1,019,062).

4.3 Total Available Operating Subsidy – All Sources

The total subsidy amount available to support DOT existing and future operations from all subsidy sources over the six-year time frame of this TDP is shown below in Table 7.13.

Table 7.13 – Estimated Total Operating Assistance for DOT over Six-Year TDP Time Frame

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Total Available for DOT	\$1,330,328	\$1,346,449	\$1,362,839	\$1,379,504	\$1,403,756	\$1,428,463	\$1,453,634
Annual Change		\$16,121	\$16,390	\$16,665	\$24,252	\$24,707	\$25,171
Percent Annual Change		1.21%	1.22%	1.22%	1.76%	1.76%	1.76%

4.4 Estimated Required Increase in DOT Operating Subsidy to Cover Increase in DOT Operating Expenses

The estimated required increase in DOT operating subsidy is based on an increase in operating expenses as shown below in Table 7.14. The data in this Table is based on an assumed growth in DOT operating expenses of 1% based on past budget trends.

Table 7.14 – Estimated Increase in Required Subsidy to Cover Increase in DOT Operating Expenses

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
1% Growth Rate -Expense	\$1,330,328	\$1,343,631	\$1,357,068	\$1,370,638	\$1,384,345	\$1,398,188	\$1,412,170
Annual Change		\$13,303	\$13,436	\$13,571	\$13,706	\$13,843	\$13,982
Percent Change		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%

4.5 Funds Available to Support DOT Operations

This section identifies the incremental change in available operating subsidy FOR dot compared to the increase in required subsidy to support increased operating expenses. This data, as outlined in Table 7.15, is used to determine whether sufficient funds will be available to support DOT operations over the next six years.

Table 7.15 – Funds Available to Support DOT Operations

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Incremental Increase in DRPT Subsidy		\$7,968	\$8,172	\$8,382	\$8,596	\$8,816	\$9,042
Incremental Increase in City Subsidy		\$8,152	\$8,218	\$8,283	\$15,656	\$15,891	\$16,129
Total Increase in Available Funds		\$16,121	\$16,390	\$16,665	\$24,252	\$24,707	\$25,171
Increase in Operating Subsidy Requirement		\$13,303	\$13,436	\$13,571	\$13,706	\$13,843	\$13,982
Surplus/Deficit		\$2,818	\$2,954	\$3,094	\$10,546	\$10,863	\$11,189

The data in Table 7.15 show that there will be sufficient funds available to support DOT operations if the subsidy and expense growth assumptions used in this analysis remain intact.

5.0 Financial Plan to Support King Street Trolley Operations

This section outlines the financial plan to support King Street Trolley operations. No anticipated major expansion of Trolley operations that would generate additional operating cost is anticipated over the six-year time frame of this TDP and therefore the only anticipated increases in required subsidy to support Trolley operations would be to cover increased costs associated with general inflation. Outlined below is a description of assumed available funding from each source of revenue that supports King Street Trolley operations.

5.1 DRPT Operating Assistance

As discussed in Sections 2.0 and 4.0 it was assumed that DRPT overall operating assistance to DASH, DOT, and King Street Trolley operations would grow by 2.56% per year over the six-year time frame of this TDP. The estimated annual DRPT operating assistance available for the Trolley as well as the estimated annual change is shown below in Table 7.16.

Table 7.16 – Estimated DRPT Operating Assistance to Support King Street Trolley Operations over Six-Year TDP Time Frame

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Available for King Street Trolley	\$241,195	\$247,370	\$253,702	\$260,197	\$266,858	\$273,690	\$280,696
Annual Change		\$6,175	\$6,333	\$6,495	\$6,661	\$6,832	\$7,006
Percent Change		2.56%	2.56%	2.56%	2.56%	2.56%	2.56%

Note: As with the allocation of DRPT operating assistance to DASH and DOT, the amount of DRPT operating assistance allocated to the King Street Trolley was estimated based on the King Street Trolley portion of the total combined operating subsidies for the three operators and was done for analysis purposes only. The City of Alexandria has flexibility in how these DRPT funds are used and thus the amount of funds shown in Table 7.16 may change based on the needs of each of the three operators.

5.2 City of Alexandria General Fund Subsidy from City Tax Revenues

The same growth assumptions for the general fund subsidy from city tax revenues that were used for DASH and DOT was also used for the King Street Trolley. Specifically, it was assumed that the King Street Trolley subsidy would grow .8% between FY 2016 and FY 2019 and then by 1.5% between FY 2020 and FY 2022. The estimated annual total City of Alexandria operating assistance from City tax revenues available for the Trolley as well as the estimated annual change is shown below in Table 7.17.

Table 7.17 – Estimated City of Alexandria Operating Assistance from City Tax Revenues over Six-Year TDP Time Frame

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
City Portion of Expenditure	\$789,655	\$795,972	\$802,340	\$808,759	\$820,890	\$833,203	\$845,701
Annual Change		\$6,317	\$6,368	\$6,419	\$12,131	\$12,313	\$12,498
Percent Change		0.8%	0.8%	0.8%	1.5%	1.5%	1.5%

Note: The total operating subsidy for the King Street Trolley as outlined in the FY 2016 City of Alexandria operating budget combines both DRPT operating assistance and City contributions from City tax revenues as a single line item. In the FY 2016 operating budget this total amount is \$1,030,850. In order to estimate the amount of the total Trolley operating subsidy coming from City tax revenues for analysis purposes, the DRPT assistance identified in Table 17 was subtracted from the total subsidy of \$1,030,850 (\$1,030,850 - \$241,195 = \$789,665).

5.3 Total Available Operating Subsidy – All Sources

The total subsidy amount available to support King Street Trolley existing and future operations from all subsidy sources over the six-year time frame of this TDP is shown below in Table 7.18.

Table 7.18 – Estimated Total Operating Assistance for King Street Trolley over Six-Year TDP Time Frame

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Total Available for Trolley	\$1,030,850	\$1,043,342	\$1,056,042	\$1,068,956	\$1,087,748	\$1,106,893	\$1,126,398
Annual Change		\$12,492	\$12,700	\$12,914	\$18,792	\$19,145	\$19,505
Percent Annual Change		1.21%	1.22%	1.22%	1.76%	1.76%	1.76%

5.4 Estimated Required Increase in Trolley Operating Subsidy to Cover Increase in Trolley Operating Expenses

The estimated required increase in Trolley operating subsidy is based on an increase in operating expenses as shown below in Table 7.19. The data in this Table is based on an assumed annual growth in Trolley operating expenses of 2.64% based on the increase in the DASH cost per revenue hour between

FY 2013 and FY 2014 (the last years for which data is available). DASH data was used for this growth rate assumption because it is responsible for operating the Trolley.

Table 7.19 – Estimated Increase in Required Subsidy to Cover Increase in Trolley Operating Expenses

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
2.64% Growth Rate -Expense	\$1,030,850	\$1,058,064	\$1,085,997	\$1,114,668	\$1,144,095	\$1,174,299	\$1,205,300
Annual Change		\$27,214	\$27,933	\$28,670	\$29,427	\$30,204	\$31,001
Percent Change		2.64%	2.64%	2.64%	2.64%	2.64%	2.64%

5.5 Funds Available to Support Trolley Operations

This section identifies the incremental change in available operating subsidy compared to the increase in required subsidy to support increased operating expenses. The data in Table 7.20 is used to determine whether sufficient funds will be available to support Trolley operations.

Table 7.20 – Funds Available to Support Trolley Operations

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Incremental Increase in DRPT Subsidy		\$6,115	\$6,272	\$6,433	\$6,597	\$6,766	\$6,939
Incremental Increase in City Subsidy		\$6,336	\$6,386	\$6,438	\$12,167	\$12,349	\$12,535
Total Increase in Available Funds		\$12,451	\$12,658	\$12,870	\$18,764	\$19,115	\$19,474
Increase in Operating Subsidy Requirement		\$27,214	\$27,933	\$28,670	\$29,427	\$30,204	\$31,001
Surplus/Deficit		-\$14,763	-\$15,275	-\$15,800	-\$10,663	-\$11,089	-\$11,528

The data in Table 7.20 show that there may be a slight deficit in the operating subsidy required to support Trolley operations, if the subsidy growth and growth in expenses assumptions utilized for these estimates remain intact. Some minor modifications in subsidy growth from City tax revenues may be required over the six-year time frame of this TDP to support Trolley operations.

Summarized below in Table 7.21 and Table 7.22 are total cost and revenue summaries for the three public transportation services managed by the City of Alexandria. Table 7.21 contains a summary of costs and revenues under the conservative subsidy growth scenario and Table 7.22 contains a summary under the moderate growth assumptions scenario.

Table 7-21 – Alexandria TDP Bus Requirements and Funding/Revenue Budgets – Conservative Subsidy Growth Funding Scenario

Vehicle Requirements and Annual Revenue Hours

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Weekday Peak Buses (DASH)	61	61	61	61	61	61	61
Saturday Peak Buses (DASH & Trolley)	22	22	22	22	22	22	22
Sunday Peak Buses (DASH & Trolley)	14	14	14	14	14	16	16
Fleet Buses	84	84	84	84	84	84	84
Annual Revenue Hours - DASH	130,167	130,167	130,167	130,167	130,067	130,067	130,067
Annual Revenue Hours - Trolley	14,040	14,040	14,040	14,040	14,040	14,040	14,040

DASH Funding, Revenues and Costs

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Projected Operating Costs - DASH	\$16,034,000	\$16,230,135	\$16,429,294	\$16,631,532	\$16,898,585	\$17,170,259	\$17,446,638
Funding Sources							
Revenues							
Farebox	\$4,003,000	\$4,053,038	\$4,103,701	\$4,154,997	\$4,206,934	\$4,259,521	\$4,312,765
Contract Service	\$791,000	\$800,888	\$810,899	\$821,035	\$831,298	\$841,689	\$852,210
Advertising	\$10,000	\$10,125	\$10,252	\$10,380	\$10,509	\$10,641	\$10,774
State Operating Assistance	\$2,627,562	\$2,694,827	\$2,763,815	\$2,834,568	\$2,907,133	\$2,981,556	\$3,057,884
City of Alexandria Operating Assistance	\$8,602,438	\$8,671,258	\$8,740,628	\$8,810,553	\$8,942,711	\$9,076,852	\$9,213,005
Total DASH Funding/Revenue	\$16,034,000	\$16,230,135	\$16,429,294	\$16,631,532	\$16,898,585	\$17,170,259	\$17,446,638

DOT Funding, Revenues and Costs

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Projected Operating Costs - DOT Paratransit	\$1,330,328	\$1,346,449	\$1,362,839	\$1,379,505	\$1,403,756	\$1,428,463	\$1,453,634
Funding Sources							
Revenues							
Farebox	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Contract Service	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Advertising	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
State Operating Assistance	\$311,266	\$319,235	\$327,407	\$335,789	\$344,385	\$353,201	\$362,243
City of Alexandria Operating Assistance	\$1,019,062	\$1,027,214	\$1,035,432	\$1,043,716	\$1,059,371	\$1,075,262	\$1,091,391
Total DOT Funding/Revenue	\$1,330,328	\$1,346,449	\$1,362,839	\$1,379,505	\$1,403,756	\$1,428,463	\$1,453,634

Trolley Funding, Revenues and Costs

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Projected Operating Costs - King Street Trolley	\$1,030,850	\$1,043,342	\$1,056,042	\$1,068,956	\$1,087,748	\$1,106,893	\$1,126,397
Revenues							
Farebox	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Contract Service	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Advertising	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
State Operating Assistance	\$241,195	\$247,370	\$253,702	\$260,197	\$266,858	\$273,690	\$280,696
City of Alexandria Operating Assistance	\$789,655	\$795,972	\$802,340	\$808,759	\$820,890	\$833,203	\$845,701
Total Trolley Revenue	\$1,030,850	\$1,043,342	\$1,056,042	\$1,068,956	\$1,087,748	\$1,106,893	\$1,126,397

All Operators Funding, Revenues and Costs

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Projected Operating Costs - DASH, DOT, Trolley	\$18,395,178	\$18,619,926	\$18,848,175	\$19,099,993	\$19,390,089	\$19,705,615	\$20,026,669
Revenues							
Farebox	\$4,003,000	\$4,053,038	\$4,103,701	\$4,154,997	\$4,206,934	\$4,259,521	\$4,312,765
Contract Service	\$791,000	\$800,888	\$810,899	\$821,035	\$831,298	\$841,689	\$852,210
Advertising	\$10,000	\$10,125	\$10,252	\$10,380	\$10,509	\$10,641	\$10,774
State Operating Assistance	\$3,180,023	\$3,261,432	\$3,344,924	\$3,450,554	\$3,518,376	\$3,608,447	\$3,700,823
City of Alexandria Operating Assistance	\$10,411,155	\$10,494,444	\$10,578,400	\$10,663,028	\$10,822,972	\$10,985,317	\$11,150,097
Total Revenue - Alexandria Operators	\$18,395,178	\$18,619,926	\$18,848,175	\$19,099,993	\$19,390,089	\$19,705,615	\$20,026,669

Table 7-22 – Alexandria TDP Bus Requirements and Funding/Revenue Budgets – Moderate Subsidy Growth Funding Scenario
Vehicle Requirements and Annual Revenue Hours

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Weekday Peak Buses (DASH * Trolley)	61	61	61	61	65	65	65
Saturday Peak Buses (DASH & Trolley)	22	22	22	22	22	24	24
Sunday Peak Buses (DASH & Trolley)	14	14	14	14	14	16	16
Fleet Buses	84	84	84	84	89	89	89
Annual Revenue Hours - DASH	130,167	130,167	130,167	130,167	136,032	139,204	139,204
Annual Revenue Hours - Trolley	14,040	14,040	14,040	14,040	14,040	14,040	14,040

DASH Funding, Revenues and Costs

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Projected Operating Costs - DASH	\$16,034,000	\$16,230,135	\$16,515,852	\$17,013,955	\$17,368,610	\$18,346,861	\$18,639,881
Funding Sources							
Revenues							
Farebox	\$4,003,000	\$4,053,038	\$4,103,701	\$4,154,997	\$4,206,934	\$4,259,521	\$4,312,765
Contract Service	\$791,000	\$800,888	\$810,899	\$821,035	\$831,298	\$841,689	\$852,210
Advertising	\$10,000	\$10,125	\$10,252	\$10,380	\$10,509	\$10,641	\$10,774
State Operating Assistance	\$2,627,562	\$2,694,827	\$2,850,373	\$2,897,070	\$3,052,438	\$3,481,793	\$3,564,617
City of Alexandria Operating Assistance	\$8,602,438	\$8,671,258	\$8,740,628	\$8,810,553	\$8,942,711	\$9,076,852	\$9,213,005
Additional TIP Funds - Expansion				\$319,921	\$324,720	\$676,365	\$686,510
Total DASH Funding/Revenue	\$16,034,000	\$16,230,135	\$16,515,852	\$17,013,955	\$17,368,610	\$18,346,861	\$18,639,881

DOT Funding, Revenues and Costs

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Projected Operating Costs - DOT Paratransit	\$1,330,328	\$1,346,449	\$1,362,839	\$1,399,505	\$1,403,756	\$1,428,463	\$1,453,634
Funding Sources							
Revenues							
Farebox	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Contract Service	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Advertising	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
State Operating Assistance	\$311,266	\$319,235	\$327,407	\$355,789	\$344,385	\$353,201	\$362,243
City of Alexandria Operating Assistance	\$1,019,062	\$1,027,214	\$1,035,432	\$1,043,716	\$1,059,371	\$1,075,262	\$1,091,391
Total DOT Funding/Revenue	\$1,330,328	\$1,346,449	\$1,362,839	\$1,399,505	\$1,403,756	\$1,428,463	\$1,453,634

Trolley Funding, Revenues and Costs

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Projected Operating Costs - King Street Trolley	\$1,030,850	\$1,043,342	\$1,056,042	\$1,068,956	\$1,087,748	\$1,106,893	\$1,126,397
Revenues							
Farebox	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Contract Service	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Advertising	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
State Operating Assistance	\$241,195	\$247,370	\$253,702	\$260,197	\$266,858	\$273,690	\$280,696
City of Alexandria Operating Assistance	\$789,655	\$795,972	\$802,340	\$808,759	\$820,890	\$833,203	\$845,701
Total Trolley Revenue	\$1,030,850	\$1,043,342	\$1,056,042	\$1,068,956	\$1,087,748	\$1,106,893	\$1,126,397

All Operators Funding, Revenues and Costs

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Projected Operating Costs - DASH, DOT, Trolley	\$18,395,178	\$18,619,926	\$18,934,733	\$19,142,495	\$19,535,394	\$20,205,852	\$20,533,402
Revenues							
Farebox	\$4,003,000	\$4,053,038	\$4,103,701	\$4,154,997	\$4,206,934	\$4,259,521	\$4,312,765
Contract Service	\$791,000	\$800,888	\$810,899	\$821,035	\$831,298	\$841,689	\$852,210
Advertising	\$10,000	\$10,125	\$10,252	\$10,380	\$10,509	\$10,641	\$10,774
State Operating Assistance	\$3,180,023	\$3,261,432	\$3,431,482	\$3,493,056	\$3,663,681	\$4,108,684	\$4,207,556
City of Alexandria Operating Assistance	\$10,411,155	\$10,494,444	\$10,578,400	\$10,663,028	\$10,822,972	\$10,985,317	\$11,150,097
Additional TIP Funds - Expansion				\$319,921	\$324,720	\$676,365	\$686,510
Total Revenue - Alexandria Operators	\$18,395,178	\$18,619,926	\$18,934,733	\$19,462,416	\$19,860,114	\$20,882,217	\$21,219,912

6.0 Financial Plan to Support West End Transitway Operations

Based on the current schedule for the completion the West End Transitway's construction, operations would begin in approximately FY 2021. Currently there is no identification of funding to support West End Transitway operations, though City staff has indicated that this operational support will likely become part of the City's Transportation Improvement Program (TIP).

7.0 Alexandria Financial Support for WMATA Operations

Operating assistance to cover WMATA Metrorail and Metrobus operations within the City of Alexandria come from multiple sources. Outlined below are estimated expenditures to support WMATA operations within the City from each source.

7.1 WMATA Operating Assistance from Alexandria General Fund

The City of Alexandria has identified a goal of minimizing growth in operating support to WMATA that comes from the City's general fund, due to minimal growth in City tax revenues. As a result, City staff has indicated that any operating modifications in WMATA service within the City would have to be cost-neutral, meaning expansion of service on one line would have to be offset by service cuts on other lines. For that reason, the estimated increase in City WMATA operating assistance is assumed to grow at the same rate as City support for other operating entities. This subsidy growth is shown in Table 7.23.

Table 7.23 – Estimated City of Alexandria Operating Assistance from City Tax Revenues over Six-Year TDP Time Frame to Support WMATA Operations

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
City Portion of Expenditure*	\$8,685,156	\$8,754,637	\$8,824,674	\$8,895,272	\$9,028,701	\$9,164,131	\$9,301,593
Annual Change		\$69,481	\$70,037	\$70,597	\$133,429	\$135,431	\$137,462
Percent Change		0.8%	0.8%	0.8%	1.5%	1.5%	1.5%

* From City FY 2016 Operating Budget

7.2 WMATA Operating Assistance from Commonwealth, NVTA, and NVTC (Six Year Improvement Program)

The Commonwealth of Virginia, NVTC, and NVTA funds a substantial subsidy to support WMATA operations in northern Virginia. Operating assistance for FY 2016 for WMATA service within Alexandria as outlined in the City of Alexandria Operating Budget is shown in Table 7.24. Assistance from these sources for WMATA operations for the remainder of the six-year time frame of this TDP is assumed to grow based on the growth rate in total transit operating assistance as outlined in the DRPT Six-Year Improvement program.

Table 7.24 – Estimated DRPT Operating Assistance to Support WMATA Operations with Alexandria over Six-Year TDP Time Frame

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
VA, NVTC, NVTA Assistance	\$25,870,384	\$26,594,755	\$27,366,003	\$28,132,251	\$28,863,689	\$29,556,418	\$30,265,772
Annual Change		\$724,371	\$771,248	\$766,248	\$731,439	\$692,729	\$709,354
Percent Change		2.8%	2.9%	2.8%	2.6%	2.4%	2.4%

7.3 Total Operating Assistance – All Sources

The total subsidy amount available to support WMATA operations from all subsidy sources over the six-year time frame of this TDP is shown below in Table 7.25.

Table 7.25 – Estimated Total DRPT Operating Assistance for WMATA over Six-Year TDP Time Frame

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Total Available for WMATA	\$34,555,540	\$35,349,392	\$36,190,677	\$37,027,522	\$37,892,390	\$38,720,549	\$39,567,365
Annual Change		\$793,852	\$841,285	\$836,845	\$864,868	\$828,159	\$846,816
Percent Annual Change		2.30%	2.38%	2.31%	2.34%	2.19%	2.19%

7.4 Estimated Required Increase in WMATA Operating Subsidy to Cover Increase in WMATA Operating Expenses

The estimated required increase in WMATA operating subsidy is based on an increase in operating expenses as shown below in Table 7.26. The data in this Table is based on an assumed growth in WMATA operating expenses of 2.0% based on general assumptions regarding wage and operating expense inflation.

Table 7.26 – Estimated Increase in Required Subsidy to Cover Increase in WMATA Operating Expenses

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
2.0% Growth Rate -Expense	\$34,555,540	\$35,246,651	\$35,951,584	\$36,670,615	\$37,404,028	\$38,152,108	\$38,915,151
Annual Change		\$691,111	\$704,933	\$719,032	\$733,412	\$748,081	\$763,042
Percent Annual Change		2.00%	2.00%	2.00%	2.00%	2.00%	2.00%

7.5 Funds Available to Support WMATA Operations

This section identifies the incremental change in available operating subsidy from all sources compared to the increase in required subsidy to support increased WMATA operating expenses. This data is used to determine whether sufficient funds will be available to support WMATA operations during the years of this TDP. This analysis is outlined below in Table 7.27.

Table 7.27 – Funds Available to Support WMATA Operations

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Incremental Increase in City Subsidy		\$69,481	\$70,037	\$70,597	\$133,429	\$135,431	\$137,462
Incremental Increase from Other Sources		\$724,371	\$771,248	\$766,248	\$731,439	\$692,729	\$709,354
Total Increase in Available Funds		\$793,852	\$841,285	\$836,845	\$864,868	\$828,159	\$846,816
Increase in Operating Subsidy Req.		\$691,111	\$704,933	\$719,032	\$733,412	\$748,081	\$763,042
Surplus/Deficit		\$102,741	\$136,352	\$117,814	\$131,455	\$80,078	\$83,774

The data in Table 7.27 show that there is slight surplus in the operating subsidy required to support WMATA, if the subsidy growth and growth in expenses assumptions used in this analysis remain intact.

The 2.0% increase in operating expenses utilized for this analysis will be monitored to ensure that it is tracking with actual inflation rates over the 6 year life of this TDP. If there is a wide divergence between actual inflation and the assumptions used here, the scenarios outlined in this chapter will be modified to reflect actual inflation during the annual TDP update.

8.0 Financial Plan to Support Alexandria Portion of VRE Operations

Alexandria provides a small amount of operating assistance to VRE. The amount identified in the FY 2016 City of Alexandria operating budget is \$140,859. Given this small amount allocated for VRE operating assistance, it is assumed funds for this purpose will be available over the six-year time frame of this TDP.

9.0 Capital Budget

Capital improvements to support transit with committed funding are identified in the City of Alexandria's FY 2016 – FY 2025 Capital Improvement Program (CIP). A summary of the line items from the CIP related to transit are summarized below in Table 7.28. A short description of each improvement included in the CIP is provided in Chapter 6. In addition to the committed projects in the CIP, additional projects that do not yet have committed funding are also shown in Table 7.28. Bus expansion estimates are provided for two different service scenarios; a moderate service expansion during the life of the TDP and an unconstrained service expansion as identified in the DASH Comprehensive Operations Analysis and the Alexandria Transit FY 2016 Transit Development Program.

Following Table 7.28 in Table 7.29 is a summary of the funding sources that are supporting each capital improvement that currently has committed funding. Following Table 7.29 is a short description of each funding source.

Table 7.28 – City of Alexandria Capital Improvement Program – FY 2016 – FY 2022 – Transit Projects – Projects with Committed Funding and Additional Projects Identified in Chapter 6

	Previous Expenditures	FY 16	FY17	FY18	FY19	FY20	FY21	FY22	Total - FY 16 - FY 22	Total Project through FY 22
South Eisenhower Metrorail Station - S. Ent.	\$4,742,085	\$1,574,229	\$0	\$0	\$0	\$0	\$0	\$0	\$1,574,229	\$6,316,314
King St. Metro Station - Station Area Improve	\$7,995,878	\$3,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,700,000	\$11,695,878
Potomac Yard Metrorail Station	\$11,864,325	\$4,000,000	\$270,000,000	\$0	\$0	\$0	\$0	\$0	\$274,000,000	\$285,864,325
WMATA Capital Contributions	\$95,689,579	\$8,310,000	\$7,700,000	\$7,500,000	\$14,300,000	\$13,900,000	\$15,900,000	\$11,500,000	\$79,110,000	\$174,799,579
Van Dorn Metrorail Station Area Improvements	\$0	\$0	\$1,500,000	\$670,000	\$0	\$0	\$0	\$0	\$2,170,000	\$2,170,000
Bus Shelter and Benches	\$3,438,973	\$0	\$0	\$270,000	\$0	\$0	\$600,000	\$0	\$870,000	\$4,308,973
DASH Bus Fleet Replacements	\$4,550,000	\$3,900,000	\$3,900,000	\$3,900,000	\$4,050,000	\$4,050,000	\$2,700,000	\$3,375,000	\$25,875,000	\$30,425,000
DASH Hybrid Bus Battery Pack Replacement	\$100,000	\$100,000	\$150,000	\$250,000	\$300,000	\$350,000	\$350,000	\$400,000	\$1,900,000	\$2,000,000
DASH Real Time Bus Information System	\$1,273,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,273,000
DASH NEPP Implementation	\$0	\$0	\$0	\$0	\$0	\$450,000	\$750,000	\$0	\$1,200,000	\$1,200,000
Landmark Transit Station	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Route 1 Transitway (NEPP)	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$500,000	\$0	\$1,500,000	\$1,500,000
Transit Corridor "C" - Beauregard	\$3,000,000	\$2,400,000	\$22,340,000	\$32,100,000	\$32,500,000	\$0	\$0	\$0	\$89,340,000	\$92,340,000
Transit Corridor "B" - Duke Street	\$250,000	\$0	\$0	\$0	\$0	\$210,000	\$0	\$2,100,000	\$2,310,000	\$2,560,000
Total Committed		\$23,984,229	\$305,590,000	\$44,690,000	\$51,650,000	\$19,460,000	\$20,800,000	\$17,375,000	\$483,549,229	\$616,453,069

	Previous Expenditures	FY 16	FY17	FY18	FY19	FY20	FY21	FY22	Total – FY 16 - FY 22	Total Project through FY 22
Additional Needs Identified in TDP – Funding Not Committed										
DASH Fleet Expansion - Moderate Svc Exp	\$0	\$0	\$0	\$0	\$0	\$2,700,000	\$0	\$0	\$2,700,000	\$2,700,000
DASH Technology Program	\$0	\$0	\$603,000	\$0	\$0	\$0	\$0	\$0	\$603,000	\$603,000
DASH Bus Storage Expansion	\$0	\$0	\$509,000	\$0	\$0	\$0	\$0	\$0	\$509,000	\$509,000
Additional - with Moderate Svc. Expansion	\$0	\$0	\$1,112,000	\$0	\$0	\$2,700,000	\$0	\$0	\$3,812,000	\$3,812,000
DASH Fleet Expansion Unconstrained Svc Exp	\$0	\$0	\$2,025,000	\$6,075,000	\$4,050,000	\$2,025,000	\$10,125,000	\$4,050,000	\$28,350,000	\$28,350,000
DASH Technology Program	\$0	\$0	\$603,000	\$0	\$0	\$0	\$0	\$0	\$603,000	\$603,000
DASH Bus Storage Expansion	\$0	\$0	\$509,000	\$0	\$0	\$0	\$0	\$0	\$509,000	\$509,000
Additional - with Unconstrained Svc. Expansion	\$0	\$0	\$3,137,000	\$6,075,000	\$4,050,000	\$2,025,000	\$10,125,000	\$4,050,000	\$29,462,000	\$29,462,000

Table 7.29 – City of Alexandria Capital Improvement Program – FY 2016 – FY 2022 – Transit Projects – By Source of Funds

Funding Source		FY 16	FY17	FY18	FY19	FY20	FY21	FY22	Total - FY 16 - FY 22
1. South Eisenhower Metrorail Station - S. Ent. - Total		\$1,574,229	\$0	\$0	\$0	\$0	\$0	\$0	\$1,574,229
	CMAQ/RSTP Funds	\$1,574,229	\$0	\$0	\$0	\$0	\$0	\$0	\$1,574,229
	Total	\$1,574,229	\$0	\$0	\$0	\$0	\$0	\$0	\$1,574,229
2. King Street Metro Station Area Improvements		\$3,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,700,000
	Prior Year Tip - Cash	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000
	Prior Year Tip - GO Bonds	\$1,225,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,225,000
	Reprogrammed VDOT Funds	\$2,325,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,325,000
	Total	\$3,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,700,000
3. Potomac Yard Metrorail Station		\$4,000,000	\$270,000,000	\$0	\$0	\$0	\$0	\$0	\$274,000,000
	Special Tax District Revenue	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000
	GO Bonds - Potomac Yard	\$0	\$154,000,000	\$0	\$0	\$0	\$0	\$0	\$154,000,000
	VTIB State Loan	\$0	\$50,000,000	\$0	\$0	\$0	\$0	\$0	\$50,000,000
	NVTA 70%	\$1,000,000	\$66,000,000	\$0	\$0	\$0	\$0	\$0	\$67,000,000
	Total	\$8,000,000	\$540,000,000	\$0	\$0	\$0	\$0	\$0	\$274,000,000

Funding Source		FY 16	FY17	FY18	FY19	FY20	FY21	FY22	Total - FY 16 - FY 22
4. WMATA Capital Contributions		\$9,160,000	\$7,700,000	\$7,500,000	\$14,300,000	\$13,900,000	\$15,900,000	\$11,500,000	\$79,960,000
	GO Bonds	\$6,250,000	\$4,950,000	\$5,000,000	\$12,550,000	\$11,900,000	\$14,150,000	\$9,750,000	\$64,550,000
	Prior Year WMATA Balance	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
	NVTA 30%	\$600,000	\$650,000	\$1,750,000	\$1,000,000	\$1,500,000	\$650,000	\$1,500,000	\$7,650,000
	TIP Cash	\$0	\$1,100,000	\$750,000	\$750,000	\$500,000	\$1,100,000	\$250,000	\$4,450,000
	Prior Year TIP - GO Bonds	\$1,460,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,460,000
	Total	\$8,310,000	\$7,700,000	\$7,500,000	\$14,300,000	\$13,900,000	\$15,900,000	\$11,500,000	\$79,110,000
5. Van Dorn Metrorail Station Area Improvements		\$0	\$1,500,000	\$670,000	\$0	\$0	\$0	\$0	\$2,170,000
	Prior Year TIP - GO Bonds	\$0	\$750,000	\$0	\$0	\$0	\$0	\$0	\$750,000
	Prior Year TIP - Cash	\$0	\$325,000	\$0	\$0	\$0	\$0	\$0	\$325,000
	NVTA - 30%	\$0	\$425,000	\$0	\$0	\$0	\$0	\$0	\$425,000
	CMAQ/RSTP	\$0	\$0	\$670,000	\$0	\$0	\$0	\$0	\$670,000
	Total	\$0	\$1,500,000	\$670,000	\$0	\$0	\$0	\$0	\$2,170,000
6. Bus Shelters and Benches		\$0	\$0	\$270,000	\$0	\$0	\$600,000	\$0	\$870,000
	CMAQ/RSTP	\$0	\$0	\$270,000	\$0	\$0	\$600,000	\$0	\$870,000
	Total	\$0	\$0	\$270,000	\$0	\$0	\$600,000	\$0	\$870,000
7. DASH Bus Fleet Replacements		\$3,250,000	\$3,900,000	\$3,900,000	\$4,050,000	\$4,050,000	\$2,800,000	\$3,375,000	\$25,325,000
	General Obligation Bonds	\$0	\$0	\$650,000	\$0	\$675,000	\$675,000	\$675,000	\$2,675,000
	Prior Year City Funds	\$650,000	\$0	\$0	\$0	\$0	\$0	\$0	\$650,000
	Reprogrammed TIP Funds	\$0	\$660,000	\$0	\$0	\$0	\$0	\$0	\$660,000
	NVTA 30%	\$3,250,000	\$3,250,000	\$3,250,000	\$4,050,000	\$3,375,000	\$2,125,000	\$2,700,000	\$22,000,000
	Total	\$3,900,000	\$3,910,000	\$3,900,000	\$4,050,000	\$4,050,000	\$2,800,000	\$3,375,000	\$25,985,000

	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total - FY 16 - FY 22
8.	Hybrid Bus Battery Pack Replacement	\$100,000	\$150,000	\$250,000	\$300,000	\$350,000	\$350,000	\$400,000	\$1,900,000
	Cash Capital	\$100,000	\$150,000	\$250,000	\$300,000	\$350,000	\$350,000	\$400,000	\$1,900,000
	Total	\$100,000	\$150,000	\$250,000	\$300,000	\$350,000	\$350,000	\$400,000	\$1,900,000
9.	DASH New Electronic Payment System (NEPP)	\$0	\$0	\$0	\$0	\$450,000	\$750,000	\$0	\$1,200,000
	CMAQ/RSTP	\$0	\$0	\$0	\$0	\$450,000	\$750,000	\$0	\$1,200,000
	Total	\$0	\$0	\$0	\$0	\$450,000	\$750,000	\$0	\$1,200,000
10.	Route 1 Metroway New Electronic Payment (NEPP)	\$0	\$0	\$0	\$500,000	\$500,000	\$500,000	\$0	\$1,500,000
	CMAQ/RSTP	\$0	\$0	\$0	\$500,000	\$500,000	\$500,000	\$0	\$1,500,000
	Total	\$0	\$0	\$0	\$500,000	\$500,000	\$500,000	\$0	\$1,500,000
11.	Transit Corridor "C" - Beauregard	\$2,400,000	\$22,340,000	\$32,100,000	\$32,500,000	\$0	\$0	\$0	\$89,340,000
	NVTA 70%	\$2,400,000	\$19,740,000	\$20,000,000	\$20,000,000	\$0	\$0	\$0	\$62,140,000
	Private Capital Contributions	\$0	\$2,600,000	\$12,100,000	\$12,500,000	\$0	\$0	\$0	\$27,200,000
	Total	\$2,400,000	\$22,340,000	\$32,100,000	\$32,500,000	\$0	\$0	\$0	\$89,340,000
12.	Transit Corridor "B" - Duke Street	\$0	\$0	\$0	\$0	\$210,000	\$0	\$2,100,000	\$2,310,000
	NVTA - 70%	\$0	\$0	\$0	\$0	\$210,000	\$0	\$2,100,000	\$2,310,000
	Total	\$0	\$0	\$0	\$0	\$210,000	\$0	\$2,100,000	\$2,310,000

Outlined below is a short description of each of the funding sources shown in Table 7.29.

- Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Regional Surface Transportation Program (RSTP) – These are Federal government funds distributed to local jurisdictions by the Commonwealth of Virginia. CMAQ funds are distributed to jurisdictions that are not in conformity with air quality targets in order to support projects that would help decrease the emissions that lead to air quality issues. RSTP funds are flexible funds for use on surface transportation projects.
- Transportation Improvement Program (TIP) – The City of Alexandria Transportation Improvement Program is a fund set up by the City Council to support expansion of transportation infrastructure and transit options throughout the City, as well as the maintenance of existing transportation infrastructure. The TIP is funded utilizing a 2.2 cent increase on the base real estate tax and additional funds from the City General Fund.
- General Obligation (GO) Bonds – General Obligation bonds are issued by the City to support items in the City’s Capital Improvement program. Bond issuances must be approved by the City Council.
- NVTa 30% and NVTa 70%- Virginia House Bill (HB) 2313 created a series of taxes and fees to support transportation projects in different parts of the Commonwealth, including northern Virginia. These revenues are sent to the Northern Virginia Transportation Authority for distribution to different jurisdictions. The funds are further divided into one of two categories NVTa 70% (regional) funds and NVTa 30% (local). Regional funds are used to support projects that have a regional impact while the local funds are used to support projects that have a specific local focus.
- Virginia Transportation Infrastructure Bank (VTIB) State Loan – The VTIB is a revolving loan fund maintained by the Virginia Department of Transportation to support important transportation infrastructure investments throughout the Commonwealth. The VTIB is a sub-fund of the Transportation Trust Fund.
- Private Capital Contributions – These revenues are contributions from private entities that will benefit from a specific transportation infrastructure improvement.
- Special Tax District Revenue – This source of funds comes from a special tax district set up within Potomac Yards to generate revenues to support infrastructure improvements that will provide overall benefit to residents and businesses in the tax district.